



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185  
E-MAIL: [mail@accma.ca.gov](mailto:mail@accma.ca.gov) • WEB SITE: [accma.ca.gov](http://accma.ca.gov)

**PLANS AND PROGRAMS COMMITTEE**

**MEETING NOTICE**

**Monday, April 10, 2006**  
**10:30 A.M.**  
CMA Board Room  
1333 Broadway, Suite 220  
Oakland, California 94612  
(see map on last page of  
agenda)

Members:  
Chair: Councilmember Larry Reid  
Vice Chair: Supervisor Scott Haggerty  
Mayor Allan Maris  
Mayor Roberta Cooper  
Mayor Mark Green

Mayor Jennifer Hosterman  
AC Transit Director Dolores Jaquez  
BART Director Tom Blalock

Staff Liaison: Jean Hart  
Secretary: Christina Muller

**AGENDA**

*Copies of Individual Agenda Items are Available on the CMA's Website*

**1.0 PUBLIC COMMENT**

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make their desire known to the Chair.

**2.0 CONSENT CALENDAR**

**Action**

**2.1 Minutes of March 13, 2006 (page 1)**

**2.2 Deputy Directors' Report\* (page 5)**

**3.0 ACTION ITEMS**

**3.1 TFCA Program: Quarterly at Risk Report\* (page 13)** **Discussion/Action**

The Committee is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the TFCA Program.

**3.2 Coordinated Programming\*\***

**Discussion/Action**

Based on discussion at the March ACTAC meeting, CMA staff released a Request For Information (RFI) for TFCA eligible projects and Bicycle/Pedestrian capital projects that could be considered for a Coordinated Program. The information received from the RFI will provide a better understanding of the projects under consideration and allow staff to provide a recommendation for the timing of a call for projects or projects that may be able

to accept immediate programming. The RFI material is due to the CMA on March 31<sup>st</sup>. Staff will provide additional information on this item at the meeting.

### **3.3 East Bay SMART Corridors Program: Strategy to fund Operations and Maintenance (O&M) Activities\* (page 19) Discussion/Action**

The Plans and Programs Committee is requested to take an action on the SMART Corridors Operating and Maintenance Funding Plan to sustain the system until June 30, 2007. This plan requires an additional \$240,476 in funding to sustain the system until June 30, 2007. Staff is developing a recommendation on a cost sharing plan to meet this funding shortfall which will be presented to ACTAC at its April 4<sup>th</sup> meeting for review and recommendation. The recommendation from ACTAC will be presented to PPC at the April 10<sup>th</sup> meeting.

### **3.4 2006 State Transportation Improvement Program (STIP): Amendments for the Final Program of Projects\*\* Discussion/Action**

The adjustments to the STIP approved by the CMA at the February Board meeting have been submitted to MTC. CMA staff is working with MTC and CTC staff to incorporate the adjustments into the 2006 STIP. Additional amendments may be required prior to or after the adoption of the 2006 STIP. The Committee is requested to consider approving any additional required STIP amendments. Additional information will be available at the meeting.

### **3.5 Request to Caltrans to Conduct an I-80 Operational Study Action**

It is recommended that the CMA Board request Caltrans to prepare an I-80 Operational Study similar to the study that is underway on I-880. The I-80 corridor continuously ranks as the most congested in the Bay Area. In addition to transit improvements already planned in the corridor, highway operational improvements would provide some congestion relief. Lessons learned in the I-880 Study can be applied to the I-80 corridor.

### **3.6 Request for CMA TIP funds to support the Central County Freeway Study\* (page 23) Action**

ACTA amended the 1988 Alameda County Transportation Expenditure Plan to eliminate the Route 238 Hayward Bypass and replace it with four projects. One of replacement projects is the Central Alameda County Freeway Operations Study with a funding amount of \$5 million. ACTA requested the CMA as the Transportation Planning Agency for Alameda County to serve as co-sponsor and manager of the study and any follow up project study reports as needed. In October 2005, the CMA Board authorized the Executive Director to enter into a funding agreement with ACTA for this work. It is estimated that the study and any follow up PSRs will take approximately 75% of one staff position over a three year period. ACTA adopted policies allow project sponsors to be reimbursed for salary plus benefits and direct costs such as consultant services; however they do not cover all costs to the CMA. Planning is a core function of the CMA; the study area is a vital link in the Goods Movement corridor identified as a high priority for the CMA. As the CMA's contribution to Central County Freeway Study, the Board is requested to 1) approve up to \$250,000 in CMA TIP funds to cover the additional costs; 2) authorize staff to seek grants to reduce the cost to the CMA TIP and 3) authorize the Executive Director to sign an amendment to the funding agreement with ACTA if necessary.

### **3.7 Transportation Fund for Clean Air (TFCA):**

#### **Exchange Proposal**

#### **Discussion/Action**

MTC staff has contacted CMA staff regarding the exchange of additional TFCA funds for CMAQ funds. The MTC and the Air District are partnering in a \$2.25 million joint MTC-BAAQMD-Port of Oakland Truck Replacement Program. CMAQ funds are not eligible to fund approximately \$2 million of this project. TFCA funds could be used for the \$2 million component of this project. The CMA's TFCA program has approximately \$1 million of programming capacity in FY 2007/08 as well as additional capacity in future program years that may meet MTC's requirements for a proposed exchange for CMAQ funds. A proposal on this exchange will be presented to ACTAC on April 4<sup>th</sup>. ACTAC's recommendation on this proposal will be presented to the PPC at the April 10<sup>th</sup> meeting.

### **4.0 DISCUSSION OR INFORMATION ITEMS**

There are no items this month.

### **5.0 ADJOURNMENT/NEXT MEETING: MONDAY, May 8, 2006**

- (#) All items on the agenda are subject to action and/or change by PPC.
- \* Attachments enclosed
- \*\* Materials will be available at the meeting.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL  
SENSITIVITIES MAY ATTEND*

**PLANS AND PROGRAMS COMMITTEE  
MINUTES OF MARCH 13, 2006  
OAKLAND, CA**

Chair Reid convened the meeting of the Plans and Programs Committee at 10:30 a.m. The roster of attendance is attached.

There were no public comments.

**2.1 Minutes of February 13, 2006**

**2.2 Deputy Directors' Report**

A motion was made by Cooper to approve the Consent Calendar; a second was made by Blalock. The motion passed unanimously.

**3.1 East Bay SMART Corridors Program: Funding Strategy Discussion/Action  
For the Operations and Maintenance (O&M) Activities**

Minoofar requested that the Committee reviewed and provide comments on the Draft Report for the Operations and Maintenance (O&M) of the East Bay SMART Corridors Program. Staff will return comments to ACTAC and return this item next month. No action required.

**3.2 CMA TIP: I-580 Soundwall Design Projects**

Todd requested that the Committee recommend that the Board approved \$1,017,000 of CMA TIP funds to complete the design of freeway soundwalls along I-580 in San Leandro (Estudillo to 141<sup>st</sup>) and Oakland (14<sup>th</sup> and Ardley). He noted that the CMA has received consultant proposals to complete this design work. Based on a review of the Caltrans work completed to date and considering the time estimated to complete the work that are in the consultant proposals, staff proposes to adjust the budget required to complete the design. Based on estimated hours to complete the work in the consultant proposals, it is recommended that the Board approve an additional \$1,233,000 of CMA TIP funds be programmed to the project for a total funding package of \$2,250,000. After a brief discussion a motion was made by Cooper to forward staff recommendations to the Board for action; a second was made by Blalock. The motion passed unanimously.

### 3.3 CMA Exchange Program: Quarterly Status Report

O'Brien reviewed the CMA Exchange Program: Quarterly Status Report. A motion was made by Cooper to forward the quarterly report to the Board for approval; a second was made by Blalock. The motion passed unanimously.

**NO DISCUSSION FOR INFORMATIONAL PURPOSES**

No items this month.

**ADJOURNMENT/NEXT MEETING: MONDAY, MARCH 13, 2006**

Chair Reid adjourned until Monday, March 13, 2006 at the CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By



Christina Muller, Secretary



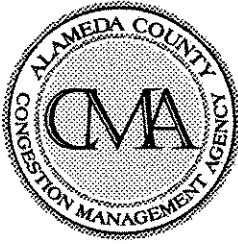
ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

PLANS AND PROGRAMS COMMITTEE  
ROSTER OF ATTENDANCE  
MARCH 13, 2006  
CMA BOARD ROOM  
OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Christina Muller	Staff	(510) 836-2560	cmuller@accma.ca.gov
2. Zack W. Zwermer	WRBD	510-6600	zwzwermer@wrbd.ca.gov
3. Neal A. Parish	WRBD	510-834-6600	NParish@wendel.com
4. <del>Allyson Joyner</del>	<del>AC Transit</del>		
5. <del>Mark Cree</del>	<del>UPWA</del>	<del>489-8855</del>	
6. <del>Alan T. Harris</del>	<del>Albany</del>		
7. <del>Greg Lee</del>	<del>Oakland</del>	<del>510-238-7007</del>	
8. Scott Haggerty	ALAMEDA COUNTY	510-272-6691	SCOTT.HAGGERTY@ACGOV.ORG
9. Thomas M. Blahod	BART	510-490-7565	
10. Robert Cooper	Hayward	583-4340	
11. Janet Gockhart	Dublin - alternate for Hosterman		
12. Matt Todd	Staff		
13. <del>Frank</del>	"		
14. <del>Paul Hart</del>	"		
15. <del>Dennis Fay</del>	"		
16. Eric Bollich	Kimley-Horn	510-625-0712	
17. Dale Dennis	PRMG	(925) 686-0619	
18. James O'Brien	Acema Project Monitoring		
19. Joanne Parker	BART	510-837-4795	jparker@bart.gov
20. Tina Spencer	AC Transit	510-891-4754	tspencer@actransit.org
21. Stefan Garcia	Staff		
22. Pat Messburg	Oakland/Larry Reid	238-7573	pmessburg@oaklandnet.co
23.			

*This page intentionally left blank.*



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

April 10, 2006  
Agenda Item 2.2

Memorandum

Date: March 29, 2006  
To: Plans and Programs Committee  
From: Jean Hart, Deputy Director  
Frank Furger, Deputy Director  
Subject: Deputy Director's Report

**Countywide Bicycle Plan Update** – The next Bicycle Plan Update Workshop is on April 4th at 10:30 a.m. before the ACTAC meeting. At this meeting, the group will discuss high priority projects and the financially constrained networks for capital projects. The Task Force will also discuss routine accommodation for incorporating bicycle facilities in new projects and maintenance and rehabilitation projects on the existing system.

**MTC's Lifeline Transportation Program** – CMA and ACTIA issued a joint Call for Projects for the Lifeline Transportation Program on March 1, 2006. Applications are due April 28, 2006. A workshop was held on March 20 to acquaint potential applicants about the program.

**I-880 Corridor System Management Study** – Caltrans' consultants presented the preliminary findings of the study in terms of congested bottlenecks and potential causes of congestion along with a draft list of projects that will be used for performance evaluation to the CMA Board on January 23, 2006. The next steps are to identify complete corridor improvements and develop priorities and a sequencing plan using the microsimulation model.

**North I-880 Operations and Safety Project** – The expenditure plan for Regional Measure 2 included funding for projects identified in the North I-880 Study. RM2 funds were allocated for improvements at Northbound I-880 at 29<sup>th</sup> Ave. A meeting with the general public was held in mid January to review the project and design concept. The concept was accepted with overall support. A preliminary environmental assessment report (PEAR) is being completed.



**San Pablo Rapid Bus Stop Improvements** - The scope, schedule and implementation plan for completing the improvements to support the Rapid service have been approved by the policy committee. The CMA will be taking the lead in implementing approximately \$2.2 million in improvements funded through AC Transit and Measure B. The design of the improvements has started under the project name "San Pablo Rapid Bus Stop Improvements". The construction is expected to start in fall of 2006 and would be completed by March of 2007.

**SMART Corridors Program** – The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. AC Transit, Planning areas 1, 2, and 3 are providing their share of the funding plan for the Operations, Maintenance, and Management (O&M) of the system. Discussions continue with other partners on their contributions. A possible long term funding solution was lost with the Governor's veto of AB 1623 (Klehs). Staff will present a recommendation in the near future to preserve the investments previously made, being deployed, and proposed. A selection process for a maintenance contractor to assist the project stakeholders in maintaining field equipment has been completed. Republic Electric, Inc. was ranked the highest by the selection panel. The maintenance contractor will assist with maintaining field devices. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. CMA is working with emergency service providers on new incident management projects that have been funded with new grants and federal earmarks. CMA is also working with the City of Oakland to implement Transportation Management Centers (TMC) for the City and CMA for improved transportation Management. These efforts would also include improving the stability of the SMART Corridors network, which is beneficial to all participating agencies and public. MTC approved a grant application by CMA on behalf of all project partners along San Pablo corridors to optimize traffic signal timing plans for 115 intersections on San Pablo Avenue as well as many crossing arterial roadways connecting San Pablo Avenue with I-80.

**Rapid Bus Corridor on International/Broadway/Telegraph** – CMA staff is coordinating with AC Transit, the cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of this new Rapid Bus Corridor. This Corridor starts at the Bayfair Center, in the City of San Leandro and includes portions of E. 14<sup>th</sup>/International Boulevard, Broadway, and Telegraph in the Cities of Oakland, and Berkeley. The length of this corridor is about 18 miles and is heavily used by transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement Measure B funds provided to AC Transit by ACTIA as well as RM2 funds from MTC. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. CMA is administering multiple procurement and construction contracts that are running concurrently to meet the aggressive schedule. Construction on Broadway is 95% complete. Construction for the Telegraph Avenue segment is about 60% complete. Construction on the E 14<sup>th</sup>/International segment is 30% complete. All contracts for the agency-furnished equipment have been executed and equipment is being delivered to the contractors. AC Transit has requested assistance

from the CMA on construction of 20<sup>th</sup> Street/Uptown transit improvements as well as for the design and installation of additional Closed Circuit TV (CCTV) cameras at the end of all Rapid Bus lines as supplemental work. Most of this added work is scheduled to be complete by June 26, 2006. The CMA Board agenda in February includes the award of Uptown Transit Center on 20th Street between Broadway and Telegraph. The low bid by NTK construction was \$1,590,918, which is about \$255,000 below the engineer's estimate of probable cost. Based on a request by AC Transit, the award was contingent upon issuance of a minor encroachment permit from the City of Oakland. AC Transit has received all necessary permits and has requested that CMA go forward with the Notice to Proceed to the Contractor.

**Grand/MacArthur Corridor Transit Enhancements:** CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2. The work is being coordinated with the City of Oakland and Caltrans. A component of this project is the transit enhancements along the Grand/MacArthur Corridor starting at Eastmont Mall and ending at Maritime for the Bay Bridge access. The current AC Transit line serving this corridor is called "NL" with final destination at the Transbay Terminal in San Francisco. This project includes a Transit Operations Analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM2 funds, there is also a \$205,000 TFCA grant to AC Transit for the installation of Transit Signal Priority components in the corridor. DKS Associates, the consultant for this project, has completed traffic engineering and transit analysis for the whole corridor with the system engineering analysis pending. The design activity for the seven intersection included in TFCA grant has started. Additional design activities are pending on options presented to the TAC by the consultant. The CMA has completed a community outreach effort which took input from the City Council districts, and will do outreach with community groups and property owners that may benefit from or be impacted by the proposed improvements. The construction is expected to start in mid 2006 for the seven intersections in the TFCA application, or in fall to include additional components for economy of scale.

**Route 84 HOV – Dumbarton Corridor** – In October 2004, MTC allocated \$2 million in RM2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

**I-680 Southbound HOV Lane Project** – The CMA is partnering with Caltrans in the design of this project with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

**I-680 HOV Lane Project – Soundwall Construction** – The contract has been accepted by Caltrans in late March. The project has exceed the time allowed for completion and will include liquidated damages. The project is one of the components of the overall I-680 corridor improvements.

**I-680 SMART Carpool Lane project** – The PSR/PR was signed by Caltrans on March 23<sup>rd</sup>. Work continued on 35% engineering with preparation of a signing plan. Revised revenue estimates assuming monitoring of the Smart Lane and the mixed flow lanes were presented to the Management Steering Committee. The draft Enforcement Plan was completed. The JPA Board meeting was rescheduled to April 10<sup>th</sup>.

**Dumbarton Corridor** – The consultants completed Phase 1 of the EIR/EIS process, focusing on alternatives analysis. Phase 2, which will analyze a limited number of rail alternative and bus alternatives, will be complete June 2006.

**BART to Silicon Valley (Silicon Valley Rapid Transit Corridor – SVRTC)** – – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which includes modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will began this past summer. The EIS and Supplemental EIR are expected to be complete in 2006.

#### **I-580 Tri-Valley Corridor Improvements**

**a. I-580 TMP Project** – This initial component of planned corridor improvements will implement key elements of a Traffic Management Plan (TMP), including Traffic Operations Systems (TOS) and Intelligent Transportation Systems (ITS) elements, in the Tri-Valley area. The TMP project will assist with traffic management during construction of the I-580 improvements and provides a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program. It will also provide infrastructure capability to local and regional transit providers to allow transit signal priority (TSP) for express bus routes to be implemented on existing local routes between downtown Livermore and Dublin/Pleasanton BART during construction of the EB Interim HOV project, as well as on the EB HOV route when the facility is complete. The CMA's design consultant is preparing the project report in parallel with preliminary design activities. It is anticipated the project will be advertised in late summer 2006.

**b. I-580 Livermore Soundwall Project** – This component of planned corridor improvements will construct a soundwall along the north edge of I-580 just east of First Street in Livermore. Caltrans previously prepared the environmental clearance and design documents. The CMA will assume responsibility for completing the final design package and constructing the improvements. This project is fully funded in FY 06/07 of the STIP.

**c. I-580 EB Interim HOV Lane Project** – This project will provide an interim eastbound HOV lane to commuters on I-580 between Hacienda Drive in Pleasanton and Greenville Road in Livermore. The consultants are nearing completion of the response to comments on the Administrative Draft environmental document. The bat survey is completed and recommendations have been accepted by Caltrans. Preliminary engineering and at-risk design are progressing concurrently. Comments on the 35% PS&E submittal have been received from Caltrans; a 65% submittal is anticipated in

April, with completion of the preliminary design scheduled in late summer 2006. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the project. The CMA is working with Caltrans to combine a planned \$20M pavement overlay within the project limits. Construction is anticipated to begin in Fall 2007.

**d. I-580/I-680 Interchange Modifications** – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. The traffic modeling scope and assumptions to be used are being reviewed by Caltrans and FHWA; the consultant team is responding to comments. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant support services team as necessary to maintain an expedited delivery schedule. A cooperative agreement between the CMA and the State is currently being negotiated. The PSR will evaluate options to address key commute movements currently experiencing significant congestion and will identify alternatives for further evaluation, including feasible options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will also evaluate ultimate HOV movements and update the master buildout plan for the I-580/I-680 interchange. The PSR is anticipated to be completed in early 2007. This project is being developed as an element of the RM2 I-580 Tri-Valley Corridor Improvements.

**e. I-580 WB Auxiliary Lane Project** – In cooperation with ACTIA, the CMA is taking the lead as the implementing agency for this project. The project consists of two westbound I-580 auxiliary lane segments as follows: a) Airway Blvd. to Fallon Rd., and b) Fallon Rd. to Tassajara Rd. The CMA is currently reviewing the environmental clearance status of these segments. The project is fully funded by ACTIA Measure B. The CMA and ACTIA are currently negotiating the agreements necessary to establish project delivery roles.

**Ardenwood Park & Ride Lot Project** – This project will acquire a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. The expansion is expected to provide over 100 new parking stalls for commuters. The project is funded solely by Regional Measure 2 (RM2). The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. The environmental document for this project was approved in late 2005. An RFP for design services was issued in December, and the CMA is selected Korve Engineering in March. Contract negotiation is underway. Right of way acquisition activities will continue concurrently.

**Tri-Valley Triangle Analysis** – The PAC met on March 24<sup>th</sup> and approved the approach to arraying the quantitative and qualitative measures of effectiveness. Evaluation of two of seven alternatives is complete. The remaining evaluation is scheduled for completion the first week in April.

**Berkeley/Oakland/San Leandro BRT** – The Draft EIS/EIR is expected to be complete early 2006.

**Transportation and Land Use Program** – The TOD Fund Monitoring Program was initiated with the first quarterly report, which is included in the ACTAC agenda. An RFQ for the Transit Oriented Development (TOD) technical consultant pool will be issued spring 2006. Staff prepared draft scopes of work for a Traffic Impact Mitigation Fee Feasibility Study, which is included in the ACTAC agenda, and a TOD Best Management Practices Study.

**Community Based Transportation Plan: West Oakland** – The consultant team met with the Project Team, the TAC and West Oakland PAC to confirm priorities for the community's transportation needs and solutions to meet them.

**Guaranteed Ride Home Program** – The program was initiated in April 1998. One hundred and thirty five employers and 3,731 employees are registered in the program, and 1,014 rides have been taken, including 48 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$81.12. The average trip length is 39.09 miles. The average trip distance for a rental car ride is 83 miles and the cost per rental car used remains at \$55. Using the rental car saves \$77 for each average 65-mile trip.

**TravelChoice Program** – Over 70 individual educational pieces of literature have been developed to distribute to 6,500 households in Alameda and Fruitvale. Pre-project surveys have begun and approximately 14% of the project households have responded. Test calls are underway to assure that the outreach script is ready to run the day the project begins. The program will begin with initial calls in April.

**Dynamic Ridesharing** – A public event promoting the RideNow program was held on March 29 at the Dublin Pleasanton BART station during the morning and evening commute periods. Over the past few weeks, the consultant team and Task Force made efforts to attract additional participants to the program and promote the event. Beginning on March 29, additional incentives are being offered to participants to encourage their use of the program. After this full scale effort, the pilot program will run for an additional two months. An evaluation report will be prepared and presented to ACTAC at their June or July meeting.

**Transportation Fund for Clean Air – Vehicle Incentive Program** – The Vehicle incentive program (VIP) is a grant that helps project sponsors acquire low emission, light-duty alternative fuel vehicles. Generally, public agencies located within the Bay Area Air Quality Management Air District, (Air District) jurisdiction can apply for VIP funds. Eligible vehicles include new vehicles that the following eligibility criteria:

- The vehicle must have a gross vehicle weight of 10,000 pounds or less.
- The vehicle must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines (Except for hybrid electrics, vehicles with the ability to run on gasoline or diesel fuel are not eligible.)

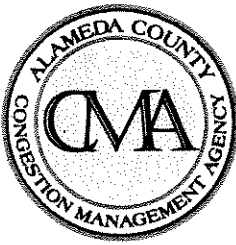
- The vehicle must be certified to the SULEV, PZEV, or ZEV emission standard by the California Air Resource Board.

Applications will be accepted beginning September 19, 2005. Incentives will be awarded on a first-come, first-served basis. Additional information on this grant is available at [www.baaqmd.gov](http://www.baaqmd.gov).

**Countywide Travel Demand Model Update** – For the Countywide Travel Demand Model Update, the existing and future networks have been finalized. The 2000, 2005, 2015, and 2030 reallocated land uses have been received from eight jurisdictions. The land uses are reallocated to the updated transportation analysis zones and are based on ABAG Projections 2005. Comments were due by March 3, 2006. The Cities of Piedmont, San Leandro and Pleasanton submitted letters to the CMA stating that the ABAG projections are too high. Regarding the jurisdictions that are yet to submit comments, new deadlines are given: April 7<sup>th</sup> for year 2000 and 2005 and April 21<sup>st</sup> for year 2015 and 2030. The consultant continues to work on the travel demand model processes for application to Cube/Voyager software and for refinement of the regional models to provide more detail in Alameda County. Work also continues on the validation of the model by compiling survey data and creating calibration targets. The April 06 Task Force meeting is cancelled.

**Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers** - Caltrans has made available a July 2005 update of the Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers online at the following address: [www.dot.ca.gov/hq/traffops/survey/pedestrian/pedbike.htm](http://www.dot.ca.gov/hq/traffops/survey/pedestrian/pedbike.htm). The report includes standards and innovative practices for the development of bike & pedestrian facilities.

*This page intentionally left blank.*



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

---

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*April 11, 2006  
Agenda Item 3.1*

**DATE:** March 31, 2006  
**TO:** Plans and Programs Committee  
**FROM:** Matt Todd, Senior Transportation Engineer  
**RE:** Transportation Fund for Clean Air (TFCA):  
At Risk Report- Timely Use of Funds

**Action Requested**

It is recommended that the CMA Board approve the attached Quarterly At Risk report for local projects programmed in the Transportation Fund for Clean Air Program. The ACTAC will consider this item at their April 4<sup>th</sup> meeting.

**Next Steps**

This item is scheduled to be presented to CMA Board at their April meeting.

**Discussion**

The enclosed Quarterly At Risk report dated April 2006 has been updated to reflect the material we have received through March 31, 2006. The report reflects seven (7) projects in the red zone with primarily funding agreement signature deadlines, final monitoring reports (FMR's) and expenditure deadlines. The report reflects six (6) projects in the yellow zone, representing projects with tasks required in the next 6 months. One project has been completed and will be removed from future reports.

**Attachments**



TFCA Program Manager Funds  
At Risk Report  
April 2006

PPC Agenda Item 3.1  
4/11/06

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>RED ZONE (Milestone within 3 months)</b>							
03ALA08	City of Oakland	CNG Refueling Station-Oakland	TFCA Award	Agree. Executed			Expenditures not complete Received amendment 6/7/05, still need original agreement
			\$ 225,000.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Aug-06		
				Exp Deadline Met	6/30/06		
03ALA07	City of Fremont	CNG Refueling Station-Fremont	TFCA Award	Agree. Executed		2/9/04	Expenditures not complete FMR Due Mar 06 Expenditure deadline May 06.
			\$ 96,242.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 28,176.66	FMR	Mar-06		
				Exp Deadline Met	5/25/06		
03ALA03	City of Emeryville	Class II Bicycle Lane- Doyle Street Greenway.	TFCA Award	Agree. Executed		7/9/04	Expenditures not complete FMR Due April 06 Expenditure Deadline Jul 06
			\$ 50,000.00	Proj. Start		Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Apr-06		
				Exp Deadline Met	7/25/06		
05ALA01	BART	Electronic Bicycle Locker's	TFCA Award	Agree. Executed			Agreement sent to sponsor, required to be executed and returned by 4/17/06.
			\$ 50,000.00	Proj. Start		Aug-06	
			TFCA Expended	Final Reim.	12/31/08		
			\$ -	FMR	Apr-07		
				Exp Deadline Met	11/2/07		
05ALA03	City of Livermore	Arroyo Mocho Bicycle and Pedestrian Trail Extension, Class 1	TFCA Award	Agree. Executed			Agreement sent to sponsor, required to be executed and returned by 4/17/06.
			\$ 86,803.00	Proj. Start		Mar-06	
			TFCA Expended	Final Reim.	12/31/08		
			\$ -	FMR	Mar-07		
				Exp Deadline Met	11/2/07		
05ALA05	City of Union City	Compressed Natural Gas Facility Improvements	TFCA Award	Agree. Executed			Agreement sent to sponsor, required to be executed and returned by 4/17/06.
			\$ 120,000.00	Proj. Start		Mar-06	
			TFCA Expended	Final Reim.	12/31/08		
			\$ -	FMR	Dec-06		
				Exp Deadline Met	11/2/07		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

TFCA Program Manager Funds  
At Risk Report  
April 2006

PPC Agenda Item 3.1  
4/11/06

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed/ Date</u>	<u>Notes</u>
03ALA04	City of Fremont	Class II Bicycle Lane- Fremont Blvd	TFCA Award	Agree. Executed		2/9/04	Final Invoice Received- Reviewing FMR Received- Approved Expenditures Deadline Nov 05
			\$ 100,250.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 17,842.53	FMR	Nov-05	2/13/06	
				Exp Deadline Met	11/25/05	yes	

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

TFCA Program Manager Funds  
At Risk Report  
April 2006

PPC Agenda Item 3.1  
4/11/06

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>YELLOW ZONE (Milestone within 4-6 Months)</b>							
01ALA10	City of San Leandro	Arterial Management: Advanced Signal System	TFCA Award	Agree. Executed		3/18/02	FMR Due Jul 06
			\$ 42,500.00	Proj. Start			
			TFCA Expended	Final Reim.	12/31/04	Aug-04	
			\$ 42,500.00	FMR	Jul-06		
				Exp Deadline Met	12/21/03	yes	
99ALA01	ACCMA	Arterial Management- I-880 Smart Corridor	TFCA Award	Agree. Executed		9/20/99	FMR Due Jul 06
			\$ 182,000.00	Proj. Start		Feb-00	
			TFCA Expended	Final Reim.		3/21/02	
			\$ 182,000.00	FMR	Jul-06		
				Exp Deadline Met	2/28/02	yes	
03ALA12	ACCMA	Transit Bus Priority Systems, International Blvd.	TFCA Award	Agree. Executed		5/14/04	FMR Due Aug 06
			\$ 500,000.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06	2/7/06	
			\$ 500,000.00	FMR	Aug-06		
				Exp Deadline Met	11/25/05	yes	
03ALA13	ACCMA	Guaranteed Ride Home Program	TFCA Award	Agree. Executed	8/14/04	5/14/04	Expenditures not complete FMR Due Sep 06
			\$ 231,200.00	Proj. Start	Sep-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 161,675.19	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA14	City of Berkeley	City Carshare- Eastbay Expansion	TFCA Award	Agree. Executed	11/11/04	11/29/04	Expenditures not complete FMR Due Sep 06
			\$ 125,996.00	Proj. Start	Feb-05	12/1/04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 96,461.73	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA15	LAVTA	ACE Shuttle to the Dublin/ Pleasanton BART Station (From Pleasanton ACE Station) for FY 04/05 and FY 05/06 Operations	TFCA Award	Agree. Executed	11/11/04	10/14/04	Expenditures not complete FMR Due Sep 06
			\$ 83,934.00	Proj. Start	Jul-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 40,488.09	FMR	Sep-06		
				Exp Deadline Met	6/30/06		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

TFCA Program Manager Funds  
At Risk Report  
April 2006

PPC Agenda Item 3.1  
4/11/06

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>GREEN ZONE (Milestone beyond 6 months)</b>							
96ALA10	City of Oakland	Arterial Traffic Signal Management-Citywide	TFCA Award	Agree. Executed		7/24/96	FMR Due Oct. 06
			\$ 850,000.00	Proj. Start		Oct-98	
			TFCA Expended	Final Reim.		4/9/03	
			\$ 850,000.00	FMR	Oct-06		
				Exp Deadline Met	12/31/02	yes	
02ALA10	City of Oakland	Coliseum BART Bus Stop Relocation	\$ 192,000.00	Proj. Start		Jul-02	Expenditures not complete FMR Due Nov 06 Expenditures Deadline Sep 06
			TFCA Expended	Final Reim.	12/31/07		
			\$ 4,757.95	FMR	Nov-06		
				Exp Deadline Met	09/30/06		
03ALA02	City of Berkeley	Berkeley BART: Attended Bikestation	TFCA Award	Agree. Executed		1/14/04	Expenditures not complete FMR Due Jun 07 Expenditure Deadline Jun 07.
			\$ 86,136.00	Proj. Start		Sep-04	
			TFCA Expended	Final Reim.	12/31/07		
			\$ -	FMR	Jun-07		
05ALA02	City of Berkeley	Citywide Bicycle Parking Program		Exp Deadline Met	06/30/07		Expenditures not complete FMR Due Dec. 07
			TFCA Award	Agree. Executed		3/17/06	
			\$ 25,000.00	Proj. Start		Mar-06	
			TFCA Expended	Final Reim.	12/31/08		
04ALA01	City of Fremont	Signal Retiming: Auto Mall Pkwy., Paseo Padre Pkwy., Warm Springs Blvd., and Fremont Blvd.	\$ -	FMR	Dec-07		Expenditures not complete FMR Due Mar. 08
				Exp Deadline Met	11/2/07		
			TFCA Award	Agree. Executed	5/6/05	5/19/05	
			\$ 123,000.00	Proj. Start	Jun-05	Jul-05	
			TFCA Expended	Final Reim.	12/31/07		
			\$ -	FMR	Mar-08		
				Exp Deadline Met	4/13/07		

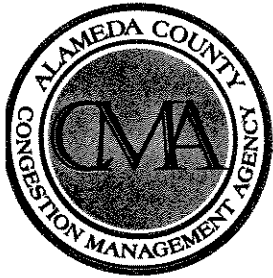
Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

TFCA Program Manager Funds  
At Risk Report  
April 2006

PPC Agenda Item 3.1  
4/11/06

				<u>Required</u>	<u>Date</u>	<u>Activity</u>	<u>Notes</u>
<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Activity</u>	<u>Due</u>	<u>Completed/</u> <u>Date</u>	
<b>Projects Done/Completed and Will Be Removed from the Monitoring Program</b>							
00ALA12	BART	Fruitvale Attended bicycle Parking Facility	TFCA Award	Agree. Executed		10/3/02	Expenditures Completed. FMR Received.
			\$ 400,000.00	Proj. Start		Jul-00	
			TFCA Expended	Final Reim.	12/31/06	3/30/2006	
			\$ 400,000.00	FMR	Mar-06	2/2/06	
				Exp Deadline Met	12/31/05	yes	

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*April 10, 2006  
Agenda Item 3.3*

**Date:** April 3, 2006  
**To:** Plans and Programs Committee  
**From:** Cyrus Minoofar<sup>CM</sup>, Principal Transportation Engineer  
**Subject:** East Bay SMART Corridors Program: Strategy to fund Operations and Maintenance (O&M) Activities

**Action Requested**

The Plans and Programs Committee is requested to take an action on the SMART Corridors Operating and Maintenance Funding Plan to sustain the system until June 30, 2007. This plan requires an additional \$240,476 in funding to sustain the system until June 30, 2007. Staff is developing a recommendation on a cost sharing plan to meet this funding shortfall which will be presented to ACTAC at its April 4<sup>th</sup> meeting for review and recommendation. The recommendation from ACTAC will be presented to PPC at the April 10<sup>th</sup> meeting.

**Discussion**

For the last several months, ACCMA staff has analyzed the O&M funding situation for SMART Corridors. Staff presented draft reports to both ACTAC and PPC in March 2006, and have received comments regarding the Draft Report. CMA staff is developing a funding plan that will be able to maintain the SMART Corridors operations at a minimal level, until a long term funding plan is identified.

Anticipated Monthly Costs

Based on staff assessment, the basic costs for the O&M plan is approximately \$55,325 per month or \$663,900 annually, for existing I-80 and I-880 corridors. The basic costs for the minimal, sustainable operation do not include any costs associated with contingencies, software maintenance, and upgrades of hardware.

### Current O&M Funding situation

To date, an estimated \$2,758,480 of revenue has been received to meet O&M costs of the SMART Corridors Program (SCP). As of March 1, 2006, a total of \$2,311,180 has been spent on SCP O&M costs. This leaves a balance of \$447,300 in remaining funds. Based on \$55,325 monthly expenditure, \$221,300 will be spent this fiscal year or until June 30, 2006. Therefore, the remaining available funds for fiscal year 2006-2007 (July 1, 2006 to June 30, 2007) is \$226,000. In order to sustain the program, an additional \$437,900 is required between July 1, 2006 to June 30, 2007.

CMA has currently received commitments from AC Transit and WCCTAC for \$137,424 and \$60,000 respectively for fiscal year 2006-2007, for a total of \$197,424. With the current available funds, an additional \$240,476 is needed to close the gap. The table below shows the current and proposed funding distribution by the agencies based on the funding distribution plan previously adopted by the CMA Board. The optimum funding column is show for information only.

Table 1: Cost Sharing Plan for O&M

ITEM	FY 06/07					
	Agency Share Optimal Ops	Est. Share Minimum Ops Cost	Remaining Available Funding	Funding Needed for Jul 06-Jun 07	Current Commit.	Additional Funding Needed
<b>TRANSIT AGENCIES</b>						
AC Transit	\$137,424	\$137,424	\$0	\$137,424	\$137,424	\$0
WestCAT	\$57,584	\$24,000	\$0	\$24,000	\$16,931 <sup>1</sup>	\$7,069
<b>Subtotal:</b>	<b>\$195,008</b>	<b>\$161,424</b>	<b>\$0</b>	<b>\$161,424</b>	<b>\$154,355</b>	<b>\$7,069</b>
<b>REGIONAL AGENCIES</b>						
MTC (1/3 of costs)	\$295,768	\$167,492	\$82,101	\$85,391		\$85,391
<b>Subtotal:</b>	<b>\$295,768</b>	<b>\$167,492</b>	<b>\$82,101</b>	<b>\$85,391</b>	<b>\$0</b>	<b>\$85,391</b>
<b>CMA's (1/3 of costs)</b>						
ACCMA (Mileage based)	\$215,821	\$122,218	\$24,123	\$98,095		\$98,095
CCTA (Mileage based)	\$79,947	\$45,274	\$25,487	\$19,787	\$19,787 <sup>1</sup>	\$0
<b>Subtotal:</b>	<b>\$295,768</b>	<b>\$167,492</b>	<b>\$49,610</b>	<b>\$117,882</b>	<b>\$19,787</b>	<b>\$98,095</b>
<b>LOCAL AGENCIES</b>						
Alameda County Local Agencies	\$201,702	\$114,223	\$64,301	\$49,921		\$49,921 <sup>2</sup>
Contra Costa County Local Agencies	\$94,067	\$53,270	\$29,988	\$23,282	\$40,213	\$0
<b>Subtotal:</b>	<b>\$295,769</b>	<b>\$167,492</b>	<b>\$94,289</b>	<b>\$73,203</b>	<b>\$40,213 <sup>1</sup></b>	<b>\$49,921</b>
<b>TOTAL:</b>	<b>\$1,082,313</b>	<b>\$663,900</b>	<b>\$226,000</b>	<b>\$437,900</b>	<b>\$214,355</b>	<b>\$240,476</b>

1- WCCTAC's pledge of \$60,000 is distributed among local agencies, CCTA and WestCAT

2- Please see Table 2: Local Agency O&M Cost Share Based on Mileage

Assuming a mileage based cost distribution, Table 2 shows the funding that would be required from each of the participating Alameda County agencies to meet the funding commitment. One option to meet this local funding commitment is to program a portion of each of the agencies TFCA guarantee funds to the O&M. (Note: The FY 06/07 TFCA funds have been exchanged with CMAQ funds)

**Table 2: Local Agency O&M Cost Share Based on Mileage**

Agency (Ala. Co.)	Mileage by Corridor		Total Mileage	% Mileage	Split	49,921
	San Pablo	I-880				
Alameda (City)			-	0%	\$	-
Alameda County		1.91	1.91	8%	\$	3,960
Albany	1.06		1.06	4%	\$	2,198
Berkeley	2.30		2.30	10%	\$	4,768
Dublin			-	0%	\$	-
Emeryville	0.90		0.90	4%	\$	1,866
Fremont			-	0%	\$	-
Hayward		4.36	4.36	18%	\$	9,039
Livermore			-	0%	\$	-
Newark			-	0%	\$	-
Oakland	2.50	3.25	5.75	24%	\$	11,921
Piedmont			-	0%	\$	-
Pleasanton			-	0%	\$	-
San Leandro		4.09	4.09	17%	\$	8,479
Union City		3.71	3.71	15%	\$	7,691
<b>Totals</b>	<b>6.76</b>	<b>17.32</b>	<b>24.08</b>	<b>100%</b>	<b>\$</b>	<b>49,921</b>

Staff is continuing to work with the partner agencies on a commitment of funds to meet the O&M shortfall. The CMA will be contacting WestCAT for the remaining \$7,069 contribution for Contra Costa County, as long as the WCCTAC's pledge of \$60,000 is fulfilled. In the event WCCTAC does not provide the full \$60,000 pledge, additional funding from CCTA and WestCAT will be required.

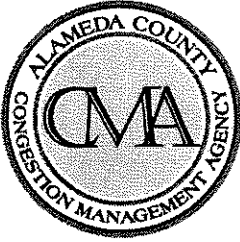
CMA will also contact MTC to request an additional contribution of \$85,000 toward the O&M funding. In the event that CMA staff is unable to obtain a commitment from MTC for allocation of these funds, staff will report back to ACTAC for alternative options.

#### Next Steps

Staff will continue to work on Vehicle Registration Fee as a long term option for O&M funding for the SMART Corridors program. MTC and Contra Costa County Transportation Authority (CCTA), and Western Contra Costa Transit Authority (WestCAT) will also be contacted to provide their fair share of the costs.



*This page intentionally left blank.*



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

*April 10, 2006  
Agenda Item 3.6*

**Date:** March 29, 2006  
**To:** Plans and Programs Committee  
**From:** Jean Hart, Deputy Director  
**Subject:** Central County Freeway Study: Request for Funding

**Action Requested**

ACTA amended the 1988 Alameda County Transportation Expenditure Plan to eliminate the Route 238 Hayward Bypass and replace it with four projects. One of replacement projects is the Central Alameda County Freeway Operations Study with a funding amount of \$5 million. ACTA requested the CMA as the Transportation Planning Agency for Alameda County to serve as co-sponsor and manager of the study and any follow up project study reports as needed. In October 2005, the CMA Board authorized the Executive Director to enter into a funding agreement with ACTA for this work. It is estimated that the study and any follow up PSRs will take approximately 75% of one staff position over a three year period. ACTA adopted policies allow project sponsors to be reimbursed for salary plus benefits and direct costs such as consultant services; however they do not cover all costs to the CMA. Planning is a core function of the CMA; the study area is a vital link in the Goods Movement corridor identified as a high priority for the CMA. As the CMA's contribution to Central County Freeway Study, the Board is requested to 1) approve up to \$250,000 in CMA TIP funds to cover the additional costs; 2) authorize staff to seek grants to reduce the cost to the CMA TIP and 3) authorize the Executive Director to sign an amendment to the funding agreement with ACTA if necessary.

**Next Steps**

Execute an amendment to the funding agreement with ACTA if required.

**Discussion**

ACTA requested the CMA to co-sponsor and manage the Central County Freeway Study. The study area includes I-580, I-238 and I-880 in Central Alameda County, a vital link in the goods movement corridor identified as a high priority by the Board.

The CMA agreed to manage the study; however ACTA's reimbursement policies do not cover the CMA's full cost. It is estimated that the study will take 75% of one staff position over the next three years. The work will include the freeway operations study and potential follow on Project Study Reports. ACTA will cover salary plus benefits and any direct costs for consultant services. Staff has determined that there will be additional cost of \$250,000 to the CMA over the

three year period. Given that planning is a core function of the Agency and that the study area is a vital link for goods movement, it is recommended that CMA TIP funds be programmed as the CMA's contribution to the study. Staff will seek other funding opportunities to minimize the amount of CMA TIP funds for the project. If staff is successful, then the amount of CMA TIP would be lower.